

With the Medical Officer of Health's Compliments.

Newport Port Sanitary Authority.

Annual Report

For the Year 1933.

BY

**THE MEDICAL OFFICER OF HEALTH,
H. CATTO, M.B., B.S., D.P.H.,**



NEWPORT:

EVAN WILLIAMS (PRINTERS) LTD., FRIARS STREET.

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1934.

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NEWPORT:

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1984.

County Borough of Newport.

Health and Port Sanitary Committee, 1933.

Chairman—

COUNCILLOR CYRUS T. CLISSITT, J.P.

Deputy Chairman—

ALDERMAN COL. W. CLIFFORD PHILIPS, T.D., V.D., D.L.

HIS WORSHIP THE MAYOR
(Coun. W. J. Wall)

ALDERMAN J. LLOYD DAVIES, J.P.

„ T. G. LEWIS, J.P.

„ W. A. LINTON, J.P.

(Died 9/7/33).

COUNCILLOR F. QUICK, J.P.

COUNCILLOR F. J. HUMPHRIES, J.P.

„ W. CASEY

„ A. LEVESON

„ MRS. E. E. POOLE

„ F. ATWELL

„ G. W. ARMSTEAD

Clerk to Port Sanitary Authority—

O. TREHARNE MORGAN.

Medical Officer of Health—

H. W. CATTO, M.B., B.S., D.P.H.

Port Sanitary Inspector—

R. M. SCORRER, Cert. Royal Sanitary Institute.*

Assistant Inspector—

J. H. GLASS.

Rat Catcher—

C. POWELL.

*also Certificate for Inspection of Meat and other foods.

Newport Port Sanitary Authority.

HEALTH DEPARTMENT,

MARKET BUILDINGS, NEWPORT,

1st March, 1934.

To the Chairman and Members of the Newport Port Sanitary Authority.

COUNCILLOR MRS. POOLE AND GENTLEMEN,

I beg to submit my Report for the year 1933. It is made in accordance with the Regulations of the Ministry of Health which prescribed the duties of the Medical Officer of Health.

The Port was permanently constituted a Port Sanitary District by the Local Government Board, May 9th, 1883.

I.—Constitution of Port Sanitary Authority :—

“The Port Sanitary Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council. It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural Sanitary Districts in addition to the Newport Urban Sanitary District.”

II.—Limits of Jurisdiction :—

“The whole of the Port of Newport (Order May 9th, 1883). By the Treasury Warrant, dated December 20th, 1847, the limits of the Port of Newport are defined as commencing at Redwick Pill, in the County of Monmouth, being the Western extremity of the Port of Chepstow, and continues along the coast of the said County to the River Rumney, and seaward to the middle of the Severn.”

III.—Riparian Districts included (wholly or in part) in the Port Sanitary District :—

County Borough of Newport.

Magor Council District. Parishes—Nash, Goldcliff and Redwick.

St. Mellons Council District. Parishes—St. Brides, Peterstone and Rumney.

IV.—Apportionment of Expenses :—

The Urban Sanitary Authority contributes according to the rateable value of its district, and the Rural Sanitary Authorities contribute according to the rateable value of their riparian parishes.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Sanitary Authority for the year 1933 are as follows :—County Borough of Newport, 95.98 per cent. ; Magor Rural District Council, 0.32 per cent ; and St. Mellons District Council, 3.70 per cent.

PORT FACILITIES.

The following particulars were supplied by the Newport Development Association, setting out special features of the Port.

The Alexandra Docks, owned by the Great Western Railway Company, is one of the finest Deep Water Ocean Liner Ports in the world, with a Sea Entrance Lock, 1,000 feet long and 100 feet wide, which gives direct access to the Bristol Channel, and with few exceptions, the largest liners afloat can be accommodated at Newport with safety and ease of navigation. Large liners, some of which exceed 15,000 tons gross, load general cargo at Newport, and a regular service is maintained with Australia, New Zealand, South America, South Africa, India, China, Japan, Straits Settlements, Persian Gulf, Egypt, Red Sea, etc., also regular sailings between France, Belgium, Holland, Spain, Germany, etc.

The Dock Dimensions are :—

Water Area	...	...	125 acres
Depth of Water	...	...	33 feet
Quayage	...	...	24,255 feet

Transit Sheds and Warehouses—

Nine—with floor space of 714,483 square feet, and all rail connected.

Cold Store at Docks—

One—with floor space of 64,800 feet, and rail connected.

Appliances—

21 Coal Hoists.

70 Land Cranes.

1 Floating Crane for lifts up to 125 tons.

1 Weighbridge for weights up to 70 tons.

Numerous Grabs, Capstans, Shed Cranes, etc.

Ship Repairing—

Five Dry Docks in commission varying up to 775 feet long and 65 feet wide.

Total Exports and Imports of the Port—

In normal times exceed $8\frac{1}{2}$ million tons yearly.

All steamship berths are rail connected, therefore rapid loading and discharging, with a minimum of handling and quick turn round of steamer is a special feature of the Port.

Storage accommodation at the Docks provides for over 12,000 railway wagons, and there are over 100 miles of railway sidings.

Every facility is provided for timber cargoes and a Timber Float of about 14 acres of deep water is connected with the Alexandra Dock, and same is rail connected.

Newport is the nearest South Wales Port to the Midlands and an ideal distributing Port for Monmouthshire, Herefordshire, Gloucestershire, Worcestershire, Birmingham and South Midlands. The population within 100 miles area exceeds 10 millions.

The River Usk, an important part of the Port, is a deep, broad and easily navigable river, and vessels carrying cargo up to 6,000 tons load and discharge at the various River Wharves. The width of the River at Newport Bridge is 400 feet and over 1,000 feet as it extends seawards.

The total Import and Export trade of the river exceed in normal times $1\frac{1}{4}$ million tons per annum.

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1933.

TABLE A.

			Number.	Tonnage.	Number Inspected.		Number reported to be Defective.	Numbers of Vessels on which defects were remedied.	Numbers of Vessels reported as having, or having had during the voyage infectious disease on board.
					By the Medical Officer of Health.	By the Sanitary Inspector.			
FOREIGN—									
Steamers	...	...	933	952,046	49	738	137	133	10
*Motor	}	...	22	15,686	...	6	1	1	...
Sailing					...	6	...	...	...
Fishing					...	4	1	1	...
Total	...	...	955	967,732	49	754	139	135	10
COASTWISE—									
Steamers	...	...	2198	874,517	4	811	92	89	5
*Motor	...	...	347	77,317	...	80	1	1	...
Sailing	..	...	202	54,948	...	38	1	1	...
Fishing	...	...	...	...	...	...	...	...	...
Total	...	...	2747	1,006,782	4	929	94	91	5
Total Foreign and Coastwise			3702	1,974,514	53	1,683	233	226	15

*Includes mechanically propelled vessels other than Steamers.

II.—CHARACTER OF TRADE OF PORT.

The Trade is chiefly Cargo, although there are excellent facilities for passenger traffic. The only passengers during the year were 39 "inwards" and 25 "outwards," all carried in cargo vessels.

TABLE B.

Passenger Traffic during 1933.

No. of Passengers.	1st Class.	2nd Class.	3rd Class.	Transmigrants.
	Cargo Steamers			
Inwards	...	Alien	15	...
		British	24	...
Outwards	...	Alien	16	...
		British	9	...

CARGO TRAFFIC.

Exports.—Coal, Coke and Patent Fuel, Iron and Steel Rails, Sleepers, “Chairs” and Tie-rods, Locomotives and Railway Carriages, Corrugated and Blank Sheets, Tin and Blockplates, Machinery and Structural Ironwork, Copper Bars, Cement and General Merchandise.

Foreign Imports.—Machinery, Steel and Iron Bars and Billets, Pig-Iron, Pitwood and Mining Timber, Timber and Deals, Glass and China Ware, Toys and Matches, Iron Ore, Manganese Ore, Phosphate and Cement, Wool, Wine and Spirits, Potatoes and Onions, Grain, and General Merchandise.

Table showing trade of Port for decennial periods extending over 30 years. Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce and the Collector of H.M. Customs.

FOREIGN.				COASTWISE.			
Year	Tons	Entered	Tons Cleared	Year	Tons	Entered	Tons Cleared
1901	...	971,953	... 1,517,118	1901	...	1,195,797	... 660,380
1911	...	1,739,898	... 2,349,408	1911	...	1,363,600	... 822,315
1921	...	1,126,194	... 1,506,358	1921	...	862,467	... 521,086
1931	...	1,909,492	... 2,060,448	1931	...	1,090,562	... 521,230
1932	...	1,241,964	... 1,695,410	1932	...	940,228	... 476,966
1933	...	967,732	... 1,628,830	1933	...	1,006,782	... 453,316

The total number of vessels that entered the Port during the year was 3,702. The tonnage of these vessels amounted to 1,974,514. The corresponding figures for 1932 were 3,939 and 2,182,192.

In the absence of figures showing the total volume of trade for the whole of the Port the following “value” figures relating to Foreign Trade only—kindly supplied by H.M. Customs—are of interest :—

Imports.		General Exports Excluding Coal.		Coal Exports in Tons.		Coal Bunkers in Tons.	
£		£					
1921	...	2,889,297	... 3,155,229	...	1,981,487	...	437,145
1931	...	3,384,150	... 2,151,533	...	3,543,466*	...	410,264
1932	...	2,225,572	... 2,205,393	...	2,581,919*	...	371,138
1933	...	§	...	§	...	§	...

*Value of Coal Exported during 1931, £2,691,946.

1932, £1,889,089.

1933, §

§ Figures not available at time of going to print.

The Countries principally traded with are :—Irish Free State, Countries on Baltic Seaboard, France, Spain, Italy, Belgium, North Africa, South America, Japan, India and Russia.

III.—SOURCE OF WATER SUPPLY.

The drinking water of the Port is obtained from the Corporation of Newport, which obtains its supply from upland waters which are impounded in four Reservoirs, the water subsequently being filtered through pressure filters. An additional supply is now obtained from Talybont, which comes from the Brecon Beacons. This is passed through Gravity Low Pressure Filters and is finally chlorinated.

The water supply is shipped direct from the Town mains. There are no water boats.

IV.—INFECTIOUS DISEASES AND PORT SANITARY REGULATIONS, 1933.

Information in reference to cases of Infectious Diseases on inward vessels and vessels requiring special attention is supplied by Pilots by arrangement with the Pilotage Board, Shipping Agents and H.M. Customs. The Preventive Officers on duty at the Alexandra Docks Entrance report any such information to the Port Sanitary Inspector or by phone to the office during office hours and to the Medical Officer of Health at his private residence at all other times night and day.

THE PORT SANITARY REGULATIONS, 1933.

The Port Sanitary Regulations, 1933, came into operation throughout the Country on the 1st of May of this year and it is gratifying to record that there has been no difficulty in working them. The Customs have been most helpful and have always displayed courtesy and willingness to co-operate with the Health Department. His Majesty's Preventive Officers have never failed to notify the Medical Officer of Health either by day or night, immediately after boarding vessels arriving from "Infected" ports and all such vessels have been visited as soon as possible by the Medical Officer of Health and the crews examined. When necessary, the latter were kept under surveillance during the time the ship remained at Newport.

In only one instance was a case of a Major Infectious Disease discovered, viz., one of Smallpox, and the patient was forthwith isolated in the Corporation's Smallpox Hospital at Crick and all the prescribed measures carried out. There does not appear to have been any extension of the infection.

The masters of ships are gradually getting familiar with the requirements of the Regulations and understand the importance of filling in the Declaration of Health properly and drawing attention to cases of sickness on board, &c.; while the pilots have given every assistance.

Notices in large type have been posted up in various portions of the docks drawing attention to the penalties that any person renders himself liable to when contravening the Regulations and although, in the early days warnings had to be given to various persons who displayed undue anxiety to get on board before ships were liberated from the control of the Sanitary Authority, no difficulty is experienced nowadays when most people have had opportunities of making themselves familiar with the Regulations.

Seventy eight vessels arrived from Ports infected (or suspected to be infected) with Plague, Cholera, Yellow Fever or Small Pox during the year.

Thirty seven cases of infectious sickness, etc., occurred during the voyages to Newport or after arrival here, namely: Chicken Pox 1, Diphtheria 2, Influenza 17, Mumps 1, Scabies 6, Small Pox 3, Typhus Fever 1, Venereal Diseases 6. (See Tables "C" and "D").

Cases of Infectious Diseases are now removed to the Borough Isolation Hospitals in the Borough Ambulances, by arrangement between the two Authorities.

The disinfection of quarters is carried out under the supervision of the Port Sanitary Officials and infected bedding, clothing, etc., is either disinfected at the Borough Disinfecting Station or burnt.

VENEREAL DISEASES.

Dr. Ingram, the Medical Officer in charge of the Venereal Diseases Clinie at the Royal Gwent Hospital, has supplied me with the following particulars, re treatment of Seamen, who visited the Port during the year:—

	British Subjects, 1933.				Foreigners		Total	
	White	Colour- ed	Total	Average past 5 years	1933.	Average past 5 years	1933.	Average past 5 years
No. of Patients Examined ...	63	30	93	93.6	47	40.2	140	133.8
Found to be suffering from:—								
Syphilis ...	20	10	30	28.8	19	19.6	49	48.4
Gonorrhœa ...	33	16	49	47.8	15	15.8	64	63.6
Soft Chancre ...	5	1	6	8.2	7	3.4	13	11.6
Found not to be suffering from Venereal Disease ...	5	3	8	8.8	6	1.4	14	10.2
Total attendances ...	467	345	812	422.0	211	102.4	1023	524.4

The nationality of the foreigners examined, with the numbers that proved positive in brackets, were :—Swedish 5 (5), French 4 (4), Greek 13 (11), Spanish 1 (0), Italian 3 (3), Danish 2 (1), Norwegian 4 (2), Estonian 5 (5), Finnish 4 (4), and Latvian 6 (6).

The book issued by the Ministry of Health is supplied to each seaman patient, to ensure continuity of treatment at other ports.

The number of patients examined during the year shows a slight increase over the average for the past 5 years. The increase was entirely among Foreigners.

The attendances, both of British and Foreign subjects, showed a great improvement for they were nearly double the average for the past 5 years.

The attendances made per patient, arranged according to nationality, were as follows :—British (white) 7.4, (coloured) 11.5; and Foreign 4.5.

The bacteriological examinations of rats in connection with Plague precautions, as well as other bacteriological examinations such as Swabs for K.L.B., Bloods for Widal Reaction, &c., have been carried out at the Bacteriological Laboratory attached to the Health Department, pending the putting into operation of new arrangements which at present are being considered by the Council.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1933		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	1.0
Diphtheria	—	2	2	.2
Erysipelas	—	—	—	.2
Influenza	—	17	4	10.0
Malaria	—	—	—	1.6
Measles	—	—	—	.4
Mumps	—	1	1	.2
Pneumonia	—	—	—	1.6
Scabies	—	6	2	.2
Scarlet Fever	—	—	—	.4
Small Pox	—	1	1	—
Tuberculosis	—	—	—	1.2
Typhoid Fever	—	—	—	1.0
Venereal Diseases ...	—	6	4	10.0
Total	—	33	14	28.0

The above figures include cases :—

1.—Removed to Allt-yr-yn Hospital—Diphtheria, 2.
Crick Hospital—Small Pox, 1.

2.—That were treated on board—Influenza, 17; Mumps, 1;
Scabies, 6; and Venereal Diseases, 6.

TABLE D.

Cases of Infectious Sickness occurring on vessels during the voyage
but disposed of prior to arrival.

Disease.	No. of cases during 1933		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Chicken Pox	—	1	1	1.8
Dysentery	—	—	—	.2
Influenza	—	—	—	1.4
Malaria	—	—	—	5.6
Pneumonia	—	—	—	1.6
Scabies	—	—	—	.2
Small Pox	—	2	2	.4
Cerebro Spinal Meningitis	—	—	—	.2
Tuberculosis	—	—	—	1.2
Typhoid Fever	—	—	—	1.6
Typhus Fever	—	1	1	.2
Venereal Diseases	—	—	—	3.4
Total	—	4	4	17.8

V.—MEASURES AGAINST RODENTS.

Special attention is paid to the work of detection of rodents on vessels, quays, wharves, warehouses, etc., in the Port and Borough. An experienced rat catcher is specially employed for this work.

Deratisation of vessels under the International Regulations for the prevention of Plague, etc., is carried out by private firms under the supervision of the Port Sanitary Officials. The chemicals used are Sulphur and Hydrocyanic Acid. The rat population around the docks has been materially reduced by special attention to warehouses and other places of harbourage, such as river banks, tips, etc. 890 rats were destroyed on these premises in 1933 compared with 507 in 1932. On board ship nearly 400 more rats were destroyed than during the previous year.

RATS DESTROYED DURING 1933.

TABLE E.

(1) On Vessels.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Black	49	172	18	26	28	99	79	14	141	48	71	18	763
Brown	...	...	...	...	...	...	...	...	...	...	...	...	...
Species not recorded	...	...	...	...	...	...	...	...	...	...	...	...	...
Examined	...	...	...	13	...	18	13	...	...	6	...	14	64
Infected with plague	...	...	...	...	...	...	..	...	...	...	...	...	...
Rats destroyed in 1932	9	2	43	84	15	20	22	26	2	110	3	36	372

TABLE F.

(2) In Docks, Quays, Wharves and Warehouses.

Number of Rats.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year.
Black	...	...	...	...	...	...	...	...	...	...	...	...	...
Brown	71	76	79	75	114	67	97	55	105	71	62	18	890
Species not recorded	...	...	...	...	...	...	...	...	...	...	...	...	...
Examined	...	...	...	...	...	...	...	...	...	...	...	...	...
Infected with plague	...	..	...	...	...	...	...	..	...	...	...	...	...
Rats destroyed in 1932	13	9	14	28	59	47	38	56	76	44	29	94	507

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" vessels or vessels from plague infected ports arriving in the Port during the year.

Total Number of such vessels arriving.	Number of such vessels fumigated by SO ₂	Number of Rats killed.	Number of such vessels fumigated by HCN.	Number of Rats killed.	Number of such vessels on which trapping, poisoning, &c., were employed.	Number of Rats killed.	Number of such vessels on which measures of Rat Destruction were not carried out.
1	2	3	4	5	6	7	8
7	1	10	—	—	1	2	5* (2 vessels examined)

*All were examined but for two of the vessels only were Exemption Certificates required.

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued					No. of Deratisation Exemption Certificates Issued.	Total Certificates Issued.
		After fumigation with		After Trapping, Poisoning, etc.	Total.			
		H.C.N.	Sulphur.			H.C.N. and Sulphur.		
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	4	—	—	—	—	—	4	4
„ from 301—1000 tons	22	—	—	—	—	—	22	22
„ from 1001—3000 tons	64	18	14	—	—	32	32	64
„ from 3001—10000 tons	36	6	5	—	1	12	24	36
„ over 10000 tons	—	—	—	—	—	—	—	—
Total ...	126	24	19	—	1	44	82	126

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel.	Number inspected during 1933.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British ...	1162	4	76	88
Other Nations ..	521	1	33	57

GENERAL INSPECTION OF VESSELS.

13.8 per cent. of the 1,683 vessels inspected during the year had sanitary defects according to the present standard laid down by the Board of Trade. 17.2 per cent. of the Foreign vessels were insanitary compared with 12.3 per cent. of the British vessels. Of the vessels inspected from Foreign Ports 18.4 per cent. had sanitary defects and the Coastwise vessels 10.1 per cent. The percentage of insanitary vessels was higher than in 1932.

Nationality.		Percentage with Sanitary Defects.					
		1933	1932	1931	1930	1929	1928
Belgian	...	40.0	18.2	18.2	11.9	6.6	7.0
Brazilian	...	66.6	—	—	—	—	—
British	...	12.3	9.5	19.0	26.35	25.4	23.9
Danish	...	—	—	—	2.27	4.9	2.6
Dutch	...	11.1	2.7	5.5	10.52	—	—
Estonian	...	7.1	—	20.0	9.09	—	—
Finnish	...	9.1	—	—	13.33	20.0	—
French	...	9.5	3.2	9.3	22.05	11.8	10.1
German	...	—	—	—	3.44	4.5	3.7
Greek	...	61.1	22.2	50.0	54.28	29.0	50.0
Italian	...	42.1	14.3	47.0	48.86	37.2	31.4
Japanese	...	11.4	3.3	25.0	8.33	7.1	14.3
Jugo-Slav.	...	33.3	—	—	33.33	—	—
Latvian	...	22.2	33.2	—	13.33	—	—
Norwegian	...	13.8	2.2	8.1	7.77	9.7	10.1
Panama Republic	...	25.0	100.0	—	—	—	—
Peruvian	...	100.0	—	—	—	—	—
Portuguese	...	40.0	22.2	—	—	—	—
Roumanian	...	50.0	—	—	—	—	—
Spanish	...	37.0	40.4	51.0	50.75	37.5	37.0
Swedish	...	4.3	—	5.0	8.82	4.0	—

Also 4 Egyptian and 5 Russian vessels were inspected without any defects being discovered.

The list of nuisances and defects dealt with shows that 65.4 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 34.5 per cent. were due to defective structural conditions. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects. Dirty forecastles and berths accounted for 22.3 per cent., foul water closets for 17.0 per cent., foul accumulations on deck, etc., 14.8 per cent., defective and dirty food lockers 7.1 per cent.

Lack of attention to fittings and structures, including defective side scuttles, deck prisms, ventilators, side ports, cable casings and hawse pipes, insufficient heating apparatus or defective stoves, etc., were responsible for a large proportion of the other insanitary conditions.

Although many of the above insanitary conditions are no doubt due to carelessness on the part of the crew, the "ultimate responsibility," as stated by the special Committee appointed by shipowners to enquire into the subject, "rests upon the master, and the degree of cleanliness is a criterion of the discipline of the ship."

MARINE HYGIENE.

The Mercantile Marine is still one of the great industries of this country and as the living conditions of seamen are closely connected with their work, we have to bear in mind when considering Marine Hygiene, the industrial welfare and the diseases associated with the Service.

Mention must be made of the existence of the Port Sanitary Association which meets regularly once a quarter and on special occasions when necessary. This body is representative of most of the Port Sanitary Authorities throughout Great Britain, each Authority sending two delegates, one of whom must be the Port Medical Officer of Health. Their deliberations cover all Sanitary questions relating to Port Work, and they are consulted by the Ministry of Health on matters of policy; similarly they themselves are at liberty to draw the attention of the Minister to such matters where innovations, either as regards hygiene of Crew spaces, financial questions, or the better administration of Port Sanitary work generally, would in their opinion, be advantageous.

It is confidently anticipated that as the result of their activities, the general conditions under which men serve in the Mercantile Marine will gradually improve and reach the standard for which the Port Medical Officers have been working so persistently in the past.

VII.—FOOD INSPECTION.

Particulars of the food imported during 1933 and of the amount of unsound food destroyed or otherwise disposed of so as not to be used for human food will be found in the Inspector's Report attached.

I wish to thank the Collector of Customs and his "Preventive" Officers and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out preventive work in connection with Infectious Diseases.

I have the honour to be,

Your obedient Servant,

H. CATTO,

Medical Officer of Health.

INSPECTOR'S REPORT.

To the Chairman and Members of the Port Sanitary Authority.

COUNCILLOR MRS. POOLE AND GENTLEMEN.

I beg to submit my Annual Report for the year 1933.

SHIP INSPECTION

During the year, 1,683 vessels were inspected; of these 1,162 were British and 521 were Foreign. 233 vessels—143 British and 90 Foreign—were found to have nuisances or sanitary defects on board.

Vessels entering the port are visited as soon as possible after docking and enquiries are made concerning the health of the crew, the occurrence of any sickness during the voyage, the source of the water supply, the presence of animals or parrots on board, the condition of tanks and bilges, and the deratisation or exemption certificate. After making these enquiries, the crews' quarters are visited and their condition noted, attention being paid to cleanliness, defective fittings, structural defects, accumulations of refuse and rat harbourage. A ship's officer usually accompanies the inspector and attention is called to any defects or nuisances that are found and a request made that they should be remedied. The vessel is re-visited the following day, or if the matter is one of urgency the same day, to ascertain if the necessary work has been done. It was not necessary to serve any statutory notices. 320 verbal and informal notices were issued during the year, with the result that nuisances and defects were remedied on 226 vessels and 79 quayside nuisances were abated.

1,838 revisits were made to vessels in respect of sickness, nuisances and defects, rat destruction, and to vessels from infected ports.

NUISANCES AND DEFECTS.

Dirt, vermin and other conditions prejudicial to health accounted for 65.45 per cent., structural defects through wear and tear for 33.03

per cent., and defects of original construction for 1.52 per cent. of the total found.

DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.

Although there has been a general improvement in the condition of the crews' quarters during the past few years, 66 per cent. of the nuisances under this heading were caused by the dirty condition of quarters and berths and the foul condition of water closets. In many cases the officers on British vessels have been instructed by the owners to inspect the crews' quarters in a systematic manner and if the other shipowners followed this example there would be a greater reduction in the number of dirty quarters found whilst vessels were in port. There is a decline in the number of cases of verminous condition of quarters and berths. This is no doubt due to repeated fumigations and the continued use of insecticides. Supplies of the latter are generally carried on foreign-going vessels and can be applied at the first sign of infestation.

Special attention has been given to accumulations of galley and pantry refuse on deck which accounted for 25 per cent. of the total nuisances under this heading. There are no facilities provided at the docks for the removal of such refuse and instructions are given that as much as possible should be burned and the remainder either placed in covered receptacles or buried in the ash heap.

STRUCTURAL DEFECTS THROUGH WEAR AND TEAR.

A large proportion of the defects included under this heading arise from the condition of side scuttles. In many instances, side ports have only one lug and it is found that a spanner or metal bar is used on the turncrew to ensure the port being watertight. This often strains the hinge and is the cause of many broken glasses. All side port frames should be provided with two lugs for screwing down which will enable the pressure to be distributed more evenly. The other defects dealt with include: defective condition of stoves and pipes, ventilator cowls and shutes, water closets and fittings, steam and water service pipes, broken entrance doors, locker doors, bunks, and fittings.

DEFECTS OF ORIGINAL CONSTRUCTION.

The defects dealt with were: defective bulkheads between crews' quarters and water closets and cargo space, ventilators placed immediately over bunks, and insufficient ventilation. Particulars of the defects of original construction found on British vessels were sent to the local Board of Trade Surveyor.

VESSELS INSPECTED—FOREIGN AND COASTWISE.

Vessels.	Vessels			Nuisances and Defects	
	Number Inspected	No. found to have Defects, etc., on Board.	No. on which Defects, etc., were Remedied	Found.	Remedied
From Foreign Ports.					
British Steamers ...	340	72	68	110	105
British Motor Vessels ...	1	—	—	—	—
British Sailing Vessels	6	—	—	—	—
Total British ...	347	72	68	110	105
Foreign Steamers	398	65	65	90	90
Foreign Motor Vessels	5	1	1	2	1
Foreign Fishing Vessels	4	1	1	1	1
Total Foreign ...	407	67	67	93	92
Total Vessels from Foreign ...	754	139	135	203	197
From Coastwise—					
British Steamers ...	707	70	67	96	92
British Motor Vessels	71	—	—	—	—
British Sailing Vessels	37	1	1	1	1
Total British ...	815	71	68	97	93
Foreign Steamers ...	104	22	22	29	29
Foreign Motor Vessels	9	1	1	1	1
Foreign Sailing Vessels	1	—	—	—	—
Total Foreign ...	114	23	23	30	30
Total Vessels from Coastwise ...	929	94	91	127	123
Total from Foreign and Coastwise	1,683	233	226	330	320

NUISANCES ARISING THROUGH:—

Defects of Original Construction	Per Cent. of Total Defects.	Structural Defects through Wear & Tear.	Per cent. of Total Defects.	Dirt, Vermin and other Conditions Prejudicial to Health.	Per Cent. of Total Defects.
5	1.52	109	33.03	216	65.45

NUMBER AND NATIONALITY OF VESSELS INSPECTED.

Nationality.	Number of Vessels Inspected.	Number of Vessels on which Defects or Nuisances were found.	Number of Nuisances or Defects Found.	Defects of Original Construction	Structural Defects through Wear and Tear.	Dirt, Vermin and other Conditions Prejudicial to Health.
Belgian	35	14	22	—	8	14
Brazilian	3	2	2	—	—	2
British	1,162	143	207	4	76	127
Danish	22	—	—	—	—	—
Dutch	36	4	7	—	3	4
Egyptian	4	—	—	—	—	—
Estonian	14	1	1	—	1	—
Finnish	11	1	1	—	—	1
French	189	18	22	—	1	21
German	13	—	—	—	—	—
Greek	18	11	21	—	11	10
Italian	19	8	10	—	2	8
Japanese	35	4	4	—	—	4
Jugo-Slav	3	1	1	—	—	1
Latvian	18	4	5	—	2	3
Norwegian	29	4	5	1	—	4
Panama Republic	4	1	2	—	—	2
Peruvian	1	1	1	—	1	—
Portuguese	10	4	4	—	—	4
Roumanian	2	1	1	—	—	1
Russian	5	—	—	—	—	—
Spanish	27	10	13	—	4	9
Swedish	23	1	1	—	—	1
Totals	1,683	233	330	5	109	216

NUISANCES AND DEFECTS DEALT WITH.

Dirty crews' quarters and berths	...	...	94
Verminous quarters and berths	...	...	16
Defective bunks and fittings	...	...	8
Defective entrance doors to living spaces	...	...	8
Defective drainage in W.C's. and washplaces	...	...	2
Defective heating apparatus (stoves, pipes, etc.)	...	...	35
Defective side scuttles, deck prisms, etc.	...	...	100
Defective ventilator cowls, shutters, etc.	...	...	5
Defective water closets and fittings	...	...	6
Defective bulkheads in quarters	...	...	4
Defective hawse pipes and cable casings	...	...	9
Defective service pipes (water and steam)	...	...	3
Dirty and defective fresh water receptacles	...	...	2
Dirty and defective food lockers	...	...	35
Dirty fowl pens and poop spaces	...	...	5
Foul water closets	...	...	84
Foul bilges	...	...	8
Accumulations of refuse	...	...	68
Dirty and verminous beds destroyed	...	...	187
Quayside nuisances	...	...	79

RAT DESTRUCTION.

During the year, 127 vessels were dealt with; 43 were subject to fumigation, 7 were trapped and 77 were inspected and searched in connection with applications for exemption certificates.

The river banks, wharves, warehouses, sheds, hoists, sidings, and private premises within the district were periodically inspected and 8,190 poison baits laid, with the result that 890 rats were killed.

Fumigations were carried out on 19 vessels by means of burning sulphur and on 24 vessels by means of hydrocyanic acid gas (HCN). 721 rats were found dead after these fumigations and 42 rats were killed on vessels by means of traps.

Method of Destruction	NUMBER OF RATS DESTROYED								Total Number of Rats Killed
	On Vessels				Ashore				
	Brown		Black		Brown		Black		
	M	F	M	F	M	F	M	F	
Fumigation by H C.N. ..	..	..	121	245	.	..	..	..	366 + 20 Mice
Fumigation by Sulphur ..	..	..	126	229	..	..	..	..	355 + 17 Mice
Trapping ..	..	..	17	25	..	..	..	..	42
Poison Bait ..	..	..	..	..	239	651	..	..	890
All Methods ..	..	..	264	499	239	651	..	..	1653 + 37 Mice

Number of poison baits laid, 8,190.

THE PARROTS (PROHIBITION OF IMPORT)

REGULATIONS, 1930.

Notices were served in respect of 2 parrots, 14 parrakeets and 1 love bird which were brought into port on board 4 vessels. None of the birds were landed. One parrot was accidentally killed and the love bird was destroyed at the owner's request, both bodies were burned on board the vessels.

VESSELS FROM INFECTED AREAS.

During the year, 78 vessels arriving from infected areas were inspected; 7 were from plague infected ports and 5 of these were searched for evidence of undue rat mortality or infestation. One vessel was fumigated by means of burning sulphur and one was dealt with by means of traps.

Forward notices were sent to 15 other Authorities in instances where members of the crews left vessels shortly after arrival.

IMPORTATION OF ANIMALS.

The various orders under the Diseases of Animals Acts with reference to the importation of canine and other animals have been enforced during the year. 99 dogs and 113 cats were imported directly or indirectly but were not landed. The vessels concerned were visited during their stay in port to ensure that the requirements of the Orders were observed.

THE PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1925 and 1933.

Consignments of food were inspected during the time of discharge and were afterwards examined in the dock sheds and warehouses. The various foods dealt with included : Apples, Canned Cream, Fish, Fruits, Meat, Milk and Vegetables ; Cheese, Cocoa, Butter, Corn-flour, Flour, Fruit, Fruit Pulp, Gelatine, Glucose, Grain, Lard, Milk Powder, Onions, Potatoes, Prepared Grains, Peas and Sugar.

UNSOUND FOOD.

120 bags of Potatoes were found to be unfit for human food and were disposed of for pig feeding

THE PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926.

There have been no imports of fresh milk into the Port during the year.

THE PUBLIC HEALTH (PRESERVATIVES, ETC. IN FOOD) REGULATIONS, 1925 and 1927.

Three samples were sent to the Public Analyst during the year and were examined for the presence of colouring matter and quantities

of preservative. In each case the article contained a quantity of preservative which was within the limit specified in the Regulations.

Nature of Sample.	Result of Analysis.
Apple Pulp	Sulphur Dioxide, 1083 parts per million
Gooseberry Pulp	Sulphur Dioxide, 902 parts per million
Greengage Pulp	Sulphur Dioxide, 1064 parts per million

I take this opportunity to express my appreciation for the co-operation and valuable assistance rendered by the Officers of H.M. Customs and Excise and Inspector Glass.

I am,

Your obedient Servant,

R. M. SCORRER,

Port Sanitary Inspector.

